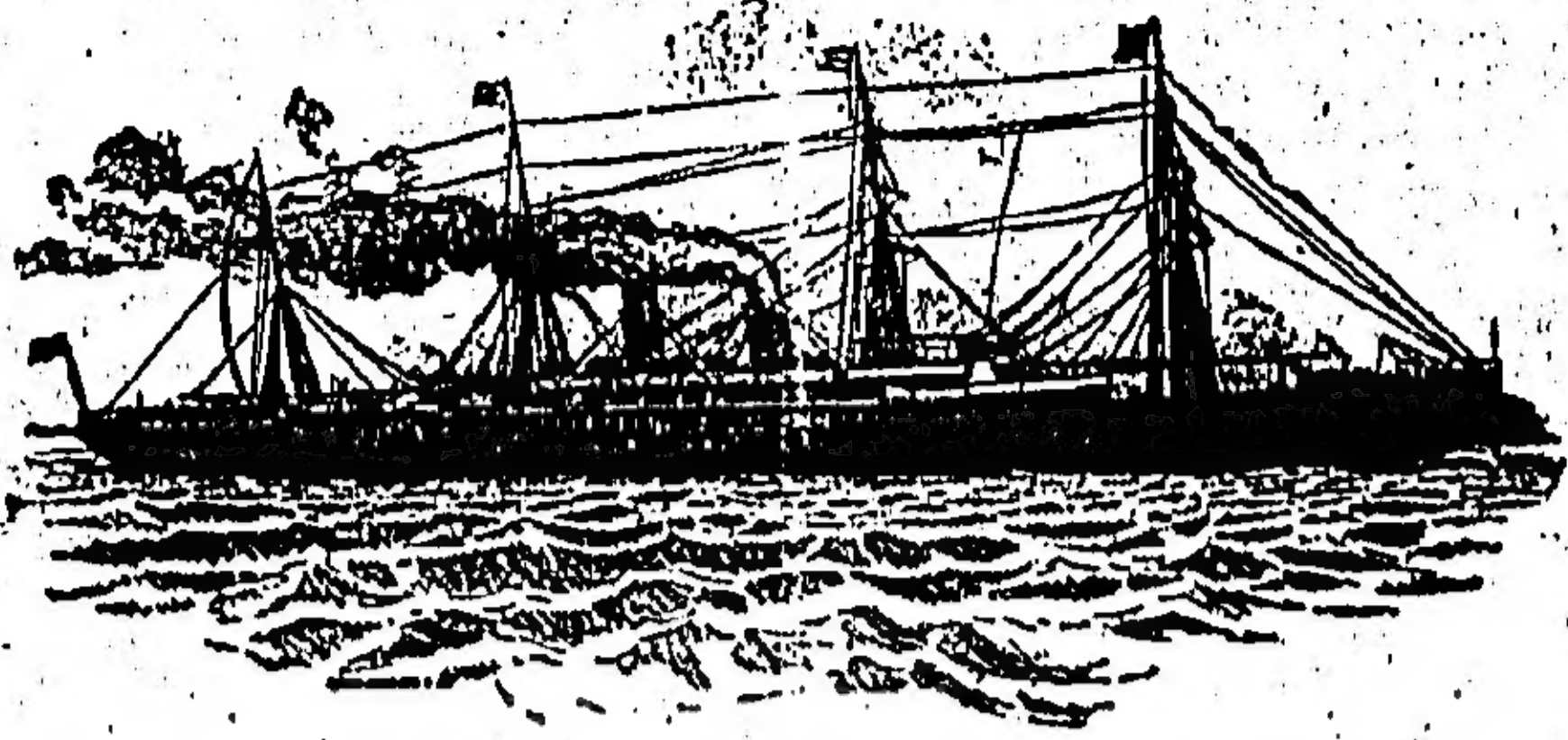


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons, SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750 " .. SATURDAY, 17th December, at Noon.
"DORIO"	4,784 " .. SATURDAY, 24th December, at Noon.
"KOREA"	11,276 " .. FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 " .. FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 " .. TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 " .. FRIDAY, 3rd February, at Noon.
"CHINA"	5,060 " .. FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

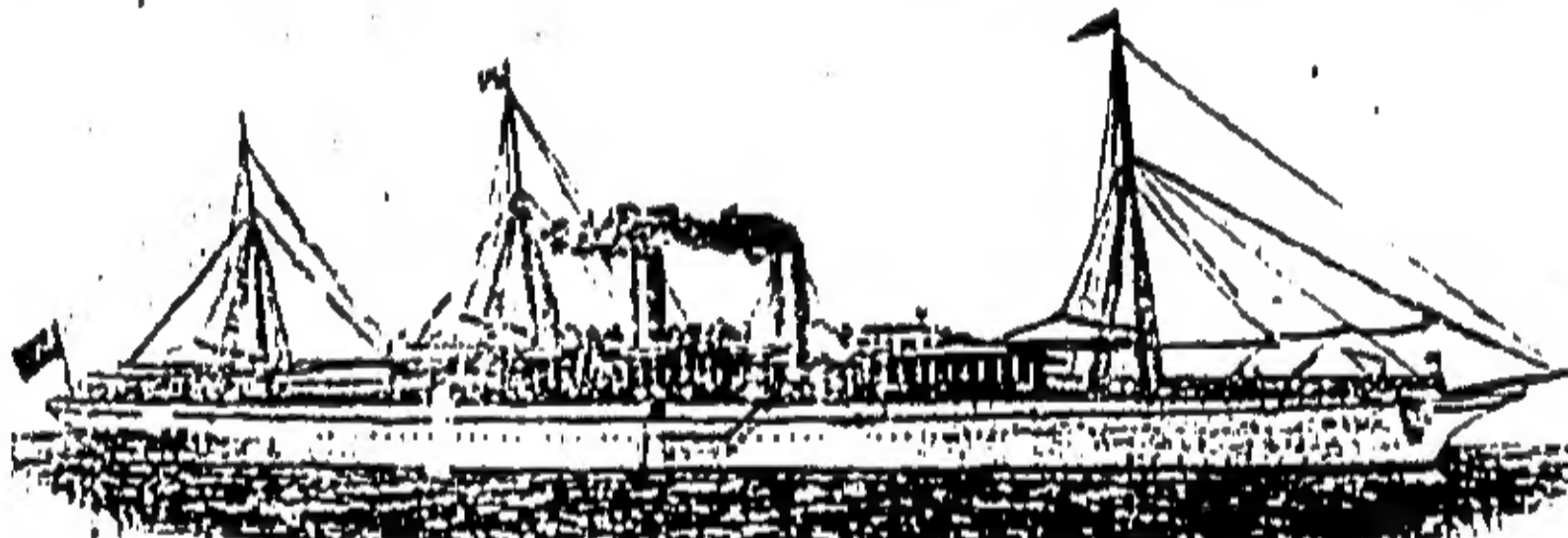
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 29th November, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th December.

"ATHENIAN" ... 4,440 " ... WEDNESDAY, 28th December.

"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 11th January, 1905.

"TARTAR" ... 4,435 " ... WEDNESDAY, 25th January.

"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 8th February.

"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 8th March.

Hongkong to London, 1st Class ... via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 11 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

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PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SEGOVIA	HAVRE and HAMBURG.	1st Dec.	Freight.
Schoenfeldt	(Calling at SPOR, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE, BREMEN and HAMBURG.	19th Dec.	Freight.
Jabury	(Calling at SPOR, PENANG & COLOMBO).		
ARMENIA	HAVRE and HAMBURG.	29th Dec.	Freight.
Forst	(Calling at SPOR, PENANG & COLOMBO).		
C. FERD. LAEISZ	HAVRE and HAMBURG.	10th January.	Freight.
v. Hoff	(Calling at SPOR, PENANG & COLOMBO).		
SITHONIA	HAVRE and HAMBURG.	34th January.	Freight.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).		
ACADIA	HAVRE and HAMBURG.	7th Feb.	Freight.
Eblers	(Calling at SPOR, PENANG & COLOMBO).		
ANDALUSIA	HAVRE and HAMBURG.	21st Feb.	Freight.
Filler	(Calling at SPOR, PENANG & COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	7th March.	Freight.
Lüning	(Calling at SPOR, PENANG & COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 26th November, 1904.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S., 37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,351 tons, Captain H. D. Jones.
"POWAN"	2,338 " " R. D. Thomas.
"FATSHAN"	2,250 " " W. A. Valentine.
"HANKOW"	3,073 " " C. V. Lloyd.
"KINSHAN"	1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke. |

Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Willor. |

"NANNING" 569 " " C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

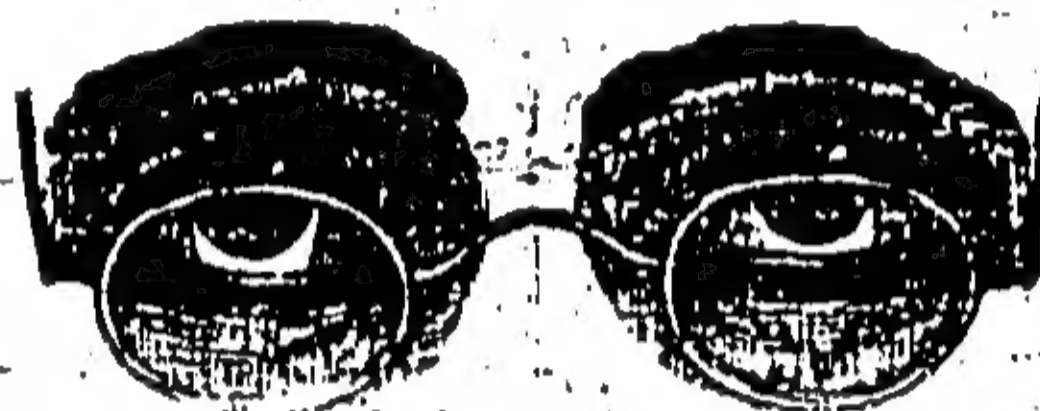
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

For Sale.

FOR SALE.

OWNER GOING HOME.

BLACK AUSTRALIAN GELDING,

height 14.0. Polo Certificate.

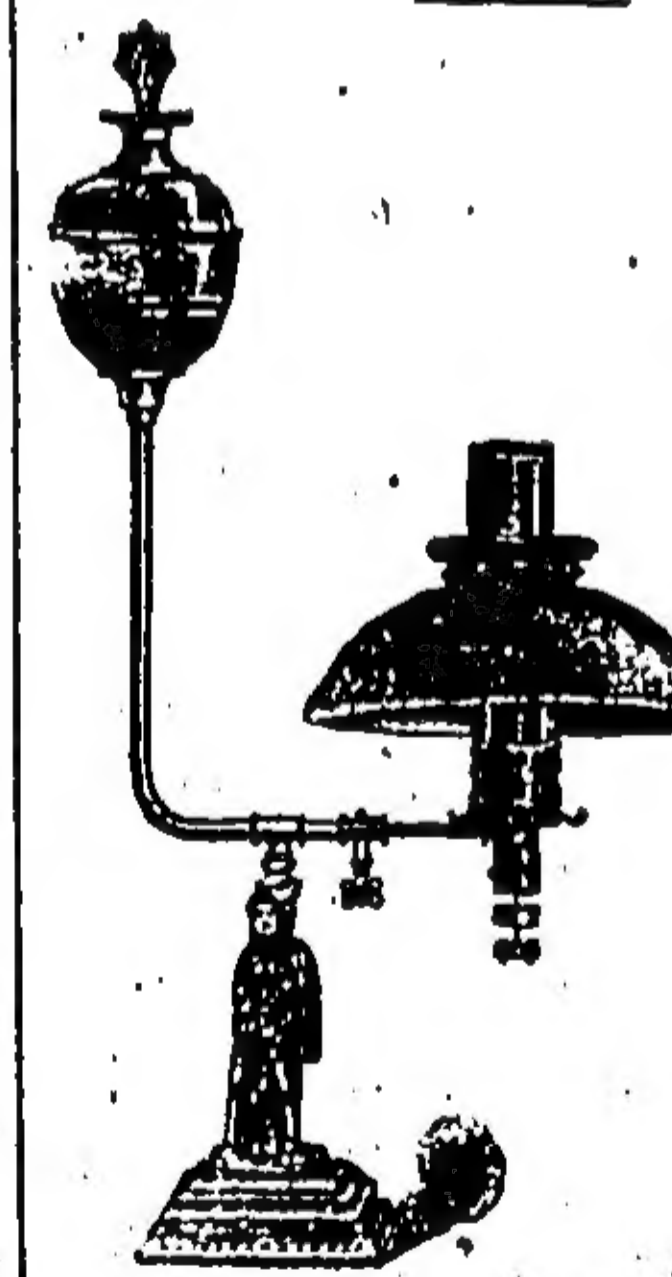
Apply—

ATOOS STABLES,

East Point.

Hongkong, 26th November, 1904.

FOR SALE.



INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, etc., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,

55, Lyndhurst Terrace,

Hongkong, 16th November, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

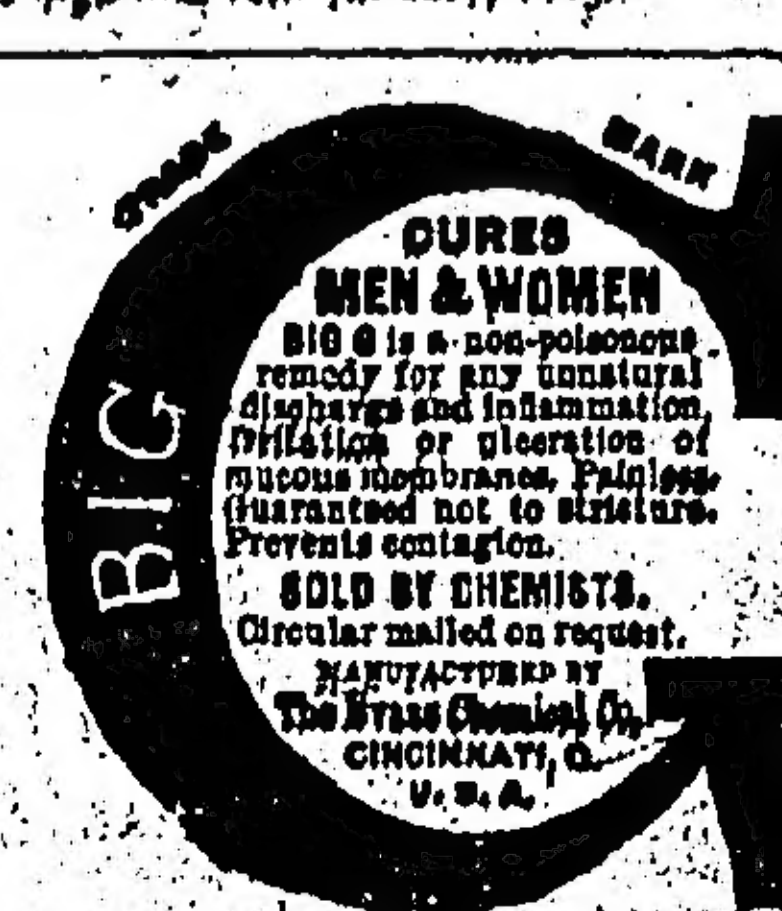
PRICE \$1.50 per case, of 48 bottles (quart) or 6 1/2 pint.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.



BIG C.

CURES

MEN & WOMEN

BIG C is a non-poisonous

remedy for any venereal

disease or inflammation,

irritation or ulceration of

any part of the genital

organs, and is guaranteed

not to interfere with

the system.

SOLD BY CHEMISTS.

Circular mailed on request.

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THE BRASS CHEMICAL CO.,

CHINA, U.S.A.

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS AND

GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJENS GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES.

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

[804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS

AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

[805]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING

AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1903.

[11]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 11

16-House Road.

Is now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

ALEXANDRA BUILDINGS,
Des Vaux Road.EVERYTHING FOR LADIES'
AND CHILDREN'S WEAR.LADIES' - - -
DEPARTMENT:-Costumes, Coats, Fur Jackets and
Stoles, Evening Wraps, Fascina-
tors, Silk Blouses and Flannel
Blouses.An entirely New Stock of High-
grade Black and Brown Boots and
Shoes, White Kid Shoes for even-
ing wear.

Gloves, Fans and Hosiery.

Silks, Flannels & Dress Fabrics.

CHILDREN'S - - -
DEPARTMENT:-Cloaks, Hosiery, Jersey Caps,
Gaiters, Boots and Shoes.FURNISHING - - -
DEPARTMENT:-
FIRST FLOOR.New Stock of Axminster, Draw-
sels, Wilton, & Tapestry Carpets.A fine selection of Bedsteads, all
styles and makes.The new Twin Bedsteads, now
on show.DRESSMAKING
A SPECIALITY.The leading Fashions of London,
Paris and New York.GENTLEMEN'S
DEPARTMENT:-

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

Dress Shirts, Ties & Waistcoats.

White Gloves for evening wear.

Patent Court and Oxford Shoes.

Black and Brown Boots & Shoes.

Black Bowler Hats.

Soft Felt Hats.

Motor and Golf Caps.

Underwear and Hosiery.

A good Stock of well-out
Overcoats—light, medium and
heavy weights.

&c. &c. &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 28th November, 1904.

Intimations.

ROBINSON PIANO
COMPANY, LIMITED.

There is no reason

why anyone should be
without an "APOLLO."

THE MASTER PIANO PLAYER.

We offer the choice of
three methods of secur-
ing one:1.—You may acquire
by payment of \$100 cash
and 10 payments of
\$27.50.2.—You may buy at
10% discount for cash.3.—You may Hire by
the quarter.We hold an
Entirely New Stock
of Imported Pianos of
the highest quality, per-
sonally selected.No such a one has ever
been seen in Hongkong
before.

HOME PRICES.

Hongkong, 26th November, 1904.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel, which makes it
impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAH" is the finest shaving implement
ever produced.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.
Sole Agents for Far E. St. HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904.

PAUSE!

Have you a SINGER Sewing Machine?
If not get one.\$10 DOWN AND THE REST IN EASY
MONTHLY PAYMENTS.

Showrooms:—1, Wyndham Street.

Hongkong, 12th November, 1904.

THE
CHINA AND JAPAN TELEPHONE
AND
ELECTRIC COMPANY, LIMITED.

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES,

ELECTRIC BELLS,

SWITCHES,

TELEPHONES,

INSULATORS,

WIRE,

SEND FOR PRICE LISTS
AND
ESTIMATES.

ADDRESS:—2, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904.

EXTRAORDINARY ROBBERY IN
KWANTUNG.

Tienpashien belongs to Sh'uiung, where there are many merchants and commerce is very prosperous. On the night of the 25th of the 6th moon there suddenly came a band of daring robbers, numbering over a thousand, and dressed up in uniforms, exactly like the soldiers of a certain regiment 400 and 500 Mausers, some smokeless powder, rifles, and countless cartridges sufficient to last for a long time in case of a conflict. They marched in order, and were well commanded. The officers wore blue buttons, peacock feathers, and ceremonial robes; they rode on white horses and when inquiry was made, the reply was received that they were going to Kaoliem and receive the newly appointed Kaoliem Tantai. Coming to Sh'uiung they at once commenced action, shutting up the Yamens all around, and plundering the Likin stations of their valuables amounting in some cases to as much as Tls. 100,000, with the loss of one Chinese Secretary employed in a Likin-collecting boat who happened to be there at that time, and who was shot in seven different places. The neighbouring market met with a similar fate, losing several hundred taels, while all the shops in the market town were sacked, and those whose doors were shut after having heard the alarm, were set on fire, thus reducing the chances of escape to a minimum. Indeed, the robbers carried fire and sword everywhere they went, and it was not until midnight that they began to depart, taking away as booty a sum of over Tls. 200,000. When morning came, the terrible news of such a calamitous occurrence to the welfare of inhabitants far and wide, to the astonishment of all, and it was found that three persons were killed by the robbers, to each of whom they gave, undoubtedly as compensation, eighteen dollars wrapped up in a piece of paper with these words: "In sympathy with deceased as burial expense," and two suits of new clothes with which to shroud him. When they passed the city of Tienpashien, they made an attempt to force an entrance into it, but failed, the city-gates having been firmly closed. Disappointed this time, they left, and the neighbouring villages, which were constantly exposed to external danger and harm, were accordingly made the victims. The still of the night was disturbed by the alarm of the villagers, which was given in due time, but no rescue was at hand. The leaders of the gang are the desperadoes of Ma Tuk Kung, Tienpashien, and many of his followers, the native bad characters of Sh'uiung. Just the night before the 25th, the former gave public entertainments at the Chun Chia's ancestral hall, and demonstrated their joy and fortune in having been so successful with their schemes for plundering by beating gongs and lighting fireworks. They captured all the pigs and cattle near by in order to satisfy their appetite. Petition after petition has been sent to the local authorities, and it is hoped that these fiends in human shape may soon be brought to justice. Suffice to say the robbery will never continue their work until the proper steps have been taken and carried out, and the various places affected are pacified.—*Eastern Times.*

THE PASSING OF THE SLOOP.

A Naval correspondent writes to remark that the paying-off of all the British sloops on the China Station has given rise to a good deal of speculation in Naval circles, and that no two people in the service seem agreed as to the probable cause of the startling departure. It has been suggested in explanation, that the gunnery ratings among the seamen are required in England. Men trained to handle a gun properly are not made in a day, and those among them who have qualified as gunlayers, or captains of guns, are very highly trained and specially selected men; in fact, they are no small factor in the general efficiency of a fleet. The selection of these men is carried out at home in the gunnery school, and entails a thorough, and for that reason, lengthy examination of a large number of men. Moreover, when these men have been selected, they have to be put through a course of training, so that the Navy is continually deprived of a considerable body of men who are passing through the gunnery school. Furthermore there has been of late, a good many improvements in gunnery generally, necessitating the training of more men for special duties. Consequently, there is a good deal of reason in this theory.

This does not explain, however, why it is that these ships, the sloops, are to go out of commission entirely. It is even rumoured that they are going to be dismantled and sold, or put on to the scrap heap. The question which concerns us, however, is, what are we going to have in their place? The sloops, on account of their economical steaming qualities and shallow draught, were admirably adapted to their work, and if called upon to land a party of fifty or sixty men, in order to quell a disturbance, were capable of doing so. Torpedo-boat destroyers are not adapted for river-work of this sort. They carry a much smaller complement of men; they consume coal on a much larger scale; are fragile and dependent on a parent-ship for supplies which they have not got room to stow; and yet they are the only small craft, besides the little gunboats, that are left.

The order to pay off all the sloops was, in fact, very sudden and unexpected, their presence will be missed probably, in a good many ways than one. The crews are understood to be all going home at once, and we can only wish them a hearty farewell. It is to be regretted that owing to the suddenness of their departure we were not all able to do this in a more emphatic manner; for the men of the sloops are leaving many friends behind them in the Far East; whose good wishes will follow them for many days to come.—*Shanghai Press.*

THE PICNIC GIRL.

WHAT SHE HAS TO PUT UP WITH.

The Picnic Girl goes out for pleasure; but she has much to put up with. She must mix the salad, and keep the carriage out of it, and she must scream when a spider walks over her hand. Sometimes a burst of rain spoils her pretty frock; but she must still look cheerful and try to pretend that she likes it. And these showers do more than spoil frocks, as a Liverpool lady told her friend the other day. "I was a girl at a picnic, and got drenched to the skin," she said. "And I have blamed that picnic ever since for the way I have suffered with rheumatism."

"Only those who have ever suffered from that dreadful malady can have any idea of the



The picnic girl gets her clothes spoiled by a shower of rain, and has to look cheerful under it. I had at times to bear. For week after week I have been bed-ridden. Besides which I had that miserable languor which is so horribly depressing. At night I have often been in too great pain to sleep.

"There was hardly a part of my body which was not at one time or another affected with the rheumatism," continued the speaker (Mrs. Moorcroft, of 88 Leven-street, Kirkdale, Liverpool, England). "My appetite almost completely left me, and when I did get the length of walking even a few yards I soon became tired out, both with the pain and difficulty experienced in breathing. I despaired, after I had suffered in the way I have described for many years, of ever being like other people again. Nothing did me any good until I tried Dr. Williams' pink pills. Three bottles effected an improvement, and as I persevered with them a little time I soon felt quite well again, and have been so now for a long time. My appetite has returned; I am able to sleep; I have no pain, and I find pleasure in working."

Mrs. Moorcroft's case is like many others. She needed new blood to cure her rheumatism, and Dr. Williams' pink pills cured her by making new blood, just as they have cured so many cases of anaemia, bile, consumption, decline, fits, St. Vitus' dance, hysteria, and the many troubles which women silently endure. It is important to insist on having the genuine pills, with Dr. Williams' name, as some shrewd

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	108
Do. demand	110 1/2
Do. 4 months' sight	110 1/2
France—Bank T.T.	237
America—Bank T.T.	45 1/2
India—Bank T.T.	192
Shanghai—Bank T.T.	140
Japan—Bank T.T.	92 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	113 1/2
4 months' sight L/C.	111
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney & Melbourne	114 1/2
4 months' sight do.	115 1/2
6 months' sight do.	116 1/2
Bar Silver	27 3/4
Bank of England rate	27 3/4
Malwa New	1,100
" Old	1,140
" Older	1,200
" Oldest	1,280
Panama New	1,155
Benares New	1,110
Persian (Paper)	850/320

Intimation.

Sanitas
Purifying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best powder known, and a powerful antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.

Kingszett's Fumigating Candies
supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

TWY "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

THE CHINA TRADERS' INSURANCE

COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-
EIGHTH ORDINARY MEETING
OF SHAREHOLDERS in the above Company
will be held at the Head Office, Victoria, Hong-
kong, on TUESDAY, the 6th December, at
11 o'clock in the Forenoon, for the purpose of
receiving the report of the Directors, together
with Statement of Accounts to the 30th April
last, and of declaring Dividends.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd instant to the
6th proximo, both days inclusive.

By Order of the Board of Directors,
JAMES WHITTALL,
Secretary.

Hongkong, 14th November, 1904.

LADY AND GENTLEMAN want to share
half-house in VICTORIA or KOWLOON,
exchange or otherwise required.

Apply to—
"X,"
C/o Hongkong Telegraph,
Hongkong, 26th November, 1904.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.	
6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SU-DAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st October, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 1, WYNDHAM STREET.

he only Shop in HONGKONG with this name.

W

every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., John Tellegio's Club, and other leading
Establishments in the Colony; to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 2nd September, 1904.

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

A RACE will be run on SATURDAY, the
3rd December, 1904, at 7.30 A.M., as
follows:—
ST. ANDREW STAKE.—Open to Sub-
scription Grifflas of this Season only. Catch
weights over to stone 10 lbs. Native Riders
allowed. Distance Half a mile.
Entrance \$5 Post Entries.
By Order,
T. F. HOUGH,
Clerk of the Course,
Hongkong, 26th November, 1904.

NOTICE.

BOO CHEONG, of No. 29, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, and STATIONERY
of every variety.
Hongkong, 24th November, 1904.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from A. C. VOULES, Esq., to Sell by
PUBLIC AUCTION,
TO-MORROW,
the 30th November, 1904, at 2.30 P.M., within
his residence, No. 3, East Terrace, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising:—
TEAKWOOD HATSTAND, TEAKWOOD
SIDEBOARD and DINNER WAGGON with
BEVELLED GLASS, DINING TABLE,
VIENNA CHAIRS, &c., &c., &c.

Also
A Quantity of PLANTS in Pots.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th November, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 2nd December, 1904, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A GREAT ASSORTMENT OF
ENAMELLED Tiffin Carriers.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th November, 1904.

Zetland Lodge.

A REGULAR MEETING OF ZETLAND
LODGE will be held at the FREE-
Masons' Hall, Zetland Street, on THURSDAY,
the 1st December, at 8.30 for 9 P.M. pre-
cisely. Visiting Brethren are cordially invited
to attend.

Hongkong, 24th November, 1904.

THE WINE GROWERS
SUPPLY CO.

Direct shipment from the
COMPANHIA AGRICOLA E COMMERCIAL DOS
VINHOS DO PORTO,
(Successors to DONNA ANTONIA A. FERREIRA),
Monopoly for China of
THE WINE GROWERS SUPPLY CO.

Per Case of
1 Dozen.

Dry No. 1 Selected Old Port \$50.00

Quinta do Porto " " " 35.00

Dry No. 2 " " " 25.00

Quinta da Gracia " " " 20.00

Tawny, 1857, Vintage " " " 15.00

Tawny, (White Label) " " " 14.00

Medium Tawny, (Brown Label) " " " 13.00

White Tawny, (White Label) " " " 12.00

Full Wine, (Brown Label) " " " 11.00

White Tawny, (Brown Label) " " " 10.50

Light Tawny, (Brown Label) " " " 10.00

FRENCH CLARETS.

St. George " " " 4.00

St. Wynbrun " " " 4.50

Cotes " " " 5.00

Monferand " " " 5.50

Médoc " " " 6.00

St. Emilion " " " 6.50

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

CONFECTIONERY

We beg to notify the
Arrival of our New
Season's Confectionery.

IMPORTED FROM THE LEADING

London and

Parisian Houses.

SELECTIONS

OF THE

PUREST

AND

BEST QUALITY

from the Simplest to that of

The Finest and Most

Recherche Character.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG
Hongkong, 19th November, 1904.

TELEPHONE NO. 135.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 10th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS.

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING AND PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES;

De Vaux Road.

Hongkong, 11th May, 1904.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoee Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free, when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue is any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 26th October last, at Stanhope House, Penryn, Abergele, North Wales, the wife of E. JONES HUGHES, of a daughter, still-born. [125]

MARRIAGES.

At the Presbyterian Church, Singapore, on 19th November, Matthew B. MCKEAN, of Singapore, to MARIAN, daughter of Matthew Dunlop, Esq., of Paisley, N.B.

On the 19th November, at the Presbyterian Church, Singapore, MARY GIBSON, eldest daughter of the late David Kerr, of Ayrshire, to Robert Pasmore SIBBY, eldest son of the Rev. R. Sibby, Queen's Park, London.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 29, 1904.

YELLOW LABOUR.

Considering the strong opposition to the importation of Chinese labour into South Africa it is only natural that someone should come forward from "disinterested" motives and probe to the bottom of the much-debated question. By the mail to-day we received a copy of a pamphlet, entitled "Yellow Labour, the truth about the Chinese in the Transvaal," being a series of articles reprinted, with a yellow cover, from the *Daily Chronicle*. This journal sent out a special commissioner to the Transvaal for the express purpose of investigating on the spot the manifold aspects of the Chinese labour problem. The articles, which appear to have aroused intense public interest and are issued in their present form in response to a widespread demand, are by no means free from serious errors, so that even those who are desirous of obtaining the advantage of introducing Chinese into South Africa cannot regard the effort of the *Daily Chronicle* to re-open an old political argument in the serious light in which it was meant. At the outset it is satisfactory to find that the commissioner pricks the slavery bubble. On one of the mines he visited there were "197 unaccounted for," in other words, who had not gone to work that day. For two hundred coolies to abstain from work from sheer laziness, and for the employers to acquiesce in it, and pay them full wages all the same, does not give much scope for the cry of "slavery under the British flag." The commissioner tells us that "the 197 'absent' and the 65 sick were all entitled to the 1s. a day which Mr. Lyttelton has agreed to as a minimum." The writer then complains of the exacting demands by the coolie, alleging that their sharp Oriental wits had soon found out that they were to be made much of, and "gentlemen from Hongkong and Canton, who probably never had more than three halfpence a day to spend in their lives, began to develop a taste for luxuries." Because they asked for, and got, certain so-called luxuries the *D. C.* thinks there should have been a great outcry if English labourers had done the same. "A day or two before I was there they demanded a boiled egg each for breakfast before they would go to work. In a country where eggs are 3s. 6d. a dozen this was a serious item, but the new miners got their eggs." This is of some interest, as the advent of Chinese miners would surely give a great impetus to pig and poultry farming in their immediate vicinity. After referring to other paltry demands he passes on to discuss the minimum wage problem, noticing that "astute gentlemen from Hongkong" were not hitting their drills very hard—the minimum wage being a shilling whether a man drills three inches or twenty-four. In the subsequent chapters we have the results of the commissioner's sifting of information from all classes, the general outcome of which is an endeavour, on his part to prove that there is plenty of Kaffir labour in the country, but that wages have been reduced, and that the personal factor in engaging the hands has been eliminated. The treatment of the Chinese is spoken of approvingly, but there is a most unworthy sneer appended to this commendation. "The mine-owners are far too astute to treat the first lot of Chinese badly. They are set on getting 100,000 of them by next year, and they know that the only way to do this will be to treat the first arrivals well." He watched "shambling creatures, who had been brought from the slums of Canton and Hongkong at an enormous expense, being hurried off to their daily task by the overseers, and continues, "Was

it for this, I asked myself, that the best and bravest blood of the whole Empire had been split? Was it for this, that the sons of all the Britains had come from the great wheatfields of Canada, from the sunny pastures of New Zealand, from the mines and the bush of Australia. Were these undersized and badly nourished specimens of humanity—aliens in race, in tongue, in ideas, and in standards of living—to be the people of the new dominion? Every marble monument, every cairn of stones, every simple cross, which marked the spots where British blood had been spilt and British bravery shown, from the Cape Border to Pretoria, and from Mooi River to the Bushveldt, seemed to cry out, "No." And what shall the future be he asks. "Shall there be another great white commonwealth, stretching from the Cape to the Zambesi, where men shall dwell, using the methods of government which a thousand years of English life have gone to build up and to perfect, and where ordered liberty is the precious birthright of every citizen? Or shall this be a land where crowds of servile labourers toil for ever for a small white caste which is there for gain and nothing else—millionaires rich beyond the dreams of avarice at one end, and alien serf labour on the other. Is this to be the dismal future of the Transvaal? God forbid!" Only one point more. The introduction of Chinese labour into South Africa is unjust to the British workman, ought never to have been permitted, and should be done away with by law. So says the British workman through his mouthpiece, the trade unions, and he receives the cordial sympathy of the *Daily Chronicle*. Alas, for consistency! And all this, in spite of the fact that a well-known South African financier has asserted that the coolies are intelligent, industrious, honest, cheerful and contented, and will prove the salvation of the mining industry, and indeed of South Africa. Such inventions as those printed in the "truth" about the Chinese in the Transvaal and evidently engineered for party purposes cannot prejudicially affect recruiting in China.

LOCAL AND GENERAL.

JAPAN has purchased the P. & O. s.s. *Nankin*.

The corpse of a large whale measuring about twenty-five feet, has been washed ashore at Mount Lavinia, Colombo, in a high state of decomposition.

It is quite time that the Colonies should cease incapacity, and should be recognised as affording careers of which our rising manhood may be proud.—*Daily Graphic*.

A suit for libel has been brought against the *Strait Times* by Mr. Montagu Harris, the lawyer. The action is based upon a recent article that appeared in that journal describing the plaintiff's ejection from Raffles Hotel.

In connection with the recent collision between the M. M. *Tourane* and a native schooner, at Colombo, as reported in these columns, some weeks since, we now learn that an inquiry has been held as a result of which it was decided that the vessel be salvaged before action is taken against the M. M. Company.

JAPAN has ordered vast quantities of tweed from Scottish merchants. With Messrs. Sanderson of Glasgow an order for 60,000 yards has been placed, while Messrs. Brown Brothers, of Glasgow, have got an order for 40,000 yards for military clothing. Other mills have also secured enormous orders.

THE Reverend E. J. Hardy has kindly consented to deliver a lecture on "The Religions of China" in the former Chamber of Commerce room, at the City Hall, on Tuesday, the 6th prox., at 5.15 p.m. H.E. Sir Matthew Nathan, K.C.M.G., will take the chair. Ladies are invited, and members may ask their friends.

As Mr. Franjea Hormusjee Arjane, J.P., of Messrs. N. Mody & Co., and the hon. secretary of the Parsee Charity Funds, is leaving the Colony for the next Indian mail steamer *Lightning*, the whole Parsee community is going to present him with a purse and a silver tray at the Parsee Club premises on Saturday next. Mr. H. N. Mody will preside at the meeting, of the "Anjuman".—*Con.*

THE success of the change of programme at Harmsworth's Circus last evening was undoubted. There was a large attendance and at the close of each turn loud applause was heard on every side. There will be a repetition this evening and to-morrow a matinee performance will be held, commencing at 4 p.m. On Monday evening next H.E. the Governor and Suite will be present and a special programme will be presented.

On the completion of her annual overhaul, the s.s. *Hongkong* left the Docks yesterday morning and resumed her run on the Macao line the same evening, the *Hongkong* going back to the Canton run. Captain W. E. Clarke takes up his position again on the Macao steamer, on the expiry of his leave of absence, while Mr. Chrisp, of the *Hongkong*, has been transferred to the *Hongkong* as chief officer vice Mr. J. Boardman.

THE steel screw-steamer *Lytham*, a frequent caller at Hongkong, belonging to the Ocean Steamship Co. (Messrs A. Holt & Co.), has been sold to Japanese purchasers.

DURING his stay in Manchuria, Mr. Douglas Story made good use of his camera, and some most interesting pictures of his have appeared in *Black and White* as illustrations to an article on the Lamas of Mukden.

FROM a number of the *Peking and Tientsin Times* we learn that an official censorship of the native newspapers all over China is to be established at Peking, and will itself issue a model newspaper entirely free from galle.

ON the authority of a telegram just received from Kwangtung, it is intended to postpone the payment of the foreign loans due in the 9th and the 10th months, on account of the exhaustion of military funds in Kwelin, Kwangsi—*Eastern Times*.

THE case against A. Mason, for snoring away on the *Chusan* and coming to Hongkong without paying his passage, was called on again this morning and again adjourned for one week, nothing having been heard from defendant's friends in Shanghai.

H. M.'s Consul-General at Chengtu (Mr. Hosie) has made an exhaustive study of the products, methods of manufacture, and mining resources of Szechuan Province and embodied the results of his research in a most interesting report which has been issued as a White Book.

AT the Civil Summary Court, this morning, before Mr. T. Sercombe Smith (Puisne Judge), Lu Piu Tok sued the Chiu Joo Hung Company, (opium farmer) for the recovery of \$504 damages, for the wrongful seizure of a quantity of opium. Mr. O. D. Thomson appeared for the plaintiff and Mr. John Hastings defended. The plaintiff, in cross-examination, said he had held a license to sell opium having borrowed the necessary deposit money from a friend. A seizure on his premises took place. He admitted that he had never worked for wages. He sometimes worked for the "friend" in question, and got his dinner in return. Mr. Thomson retired from the case. Judgment was entered for the defendants with costs.

THE November number of the *South China Review*, published at Canton in the interests of education, contains much material that should not be lost sight of by those studying the need for modern knowledge on the part of the Chinese. Dr. Bateson-Wright, for instance, has a lengthy article on the kind of education needed to fit China's young men for government service and commercial careers. He makes some remarks on the course of studies necessary for candidates for employment in the Hongkong and Chinese Governmental offices. There are many other articles of interest, and a lengthy advertisement gives information regarding future issues of the *Collegian*, which may be relied upon to increase the popularity of this widely read publication.

CAPTAIN Almond of the steamship *Rub*, was arrested in Manila last week on the charge of permitting the escape from his ship, during her stay in Manila on her last voyage of a British Indian, one Iwas Khan, who had been denied landing by the immigration authorities on the recommendation of the quarantine officers. Khan was suffering from an infectious disease of the eyes and was ordered back to Hongkong. Instead of returning he escaped from the ship, but although he was known to have left the ship the authorities have no evidence that he landed in the Philippines. The *Cablenews* says that the fact that he may have drowned between the ship's side and the shore makes it doubtful whether the government can make out a case against the captain. The captain was admitted to bail in his own recognizances till the trial, which will take place before Judge Crossfield.

Dr. Chadwick Kew, of the well-known Hongkong firm of Dental Surgeons, has just arrived from a shooting expedition in B. N. Borneo. Dr. Kew comes from a sporting family, he being a noted shot and footballer. He played centre half when in 1898-9 the Hongkong Football Club won the H. K. Football Challenge Shield, competing against 18 Naval and Military teams. Mr. W. J. Mason, who has just returned to the Straits from England, was an Hongkonger at that time, and also a player in the winning team. Dr. F. Howard Kew, his brother, was goal keeper and to show his capabilities he did not allow a single ball to pass between the posts right throughout the competition. He held the Amateur Championship of Hongkong for the 100 yds. and 400 yds. for 5 years until his departure for America. Dr. Chadwick Kew intends to establish a branch of their Dental Surgery at this port and when all arrangements are completed Dr. David Tahn will come from Hongkong to assist him. —*Strait Times*.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 29th at 11.45 p.m. The barometer has risen throughout and in the Philippines, and remains stationary over the Pacific and the greater part of Japan.

A marked anticyclone lies over the whole interior of China and the least pressure is found in the southern Philippines.

Strong N.E. monsoon prevails in the Formosa Channel and over the greater part of the China Sea.

Forecast—Strong N. to N.E. winds, dry.

NAVAL NOTES.

The British flag ship *Glory* with Admiral Sir Gerard Noel aboard arrived in port last evening from Penang and Singapore.

The first-class cruiser *Terrible*, of 14,000 tons displacement and 25,000 horse-power, is expected to arrive shortly from Portsmouth with relief crews for vessels on this station.

RIVER STEAMERS TO DOCK.

The H.K. C., and M. Steamboat Co.'s s.s. *Houm* will shortly take up the berth in the Kowloon docks just vacated by the same Co.'s *Hengshan*. She will be in dockyard hands for about a fortnight during which time the engines will be completely overhauled and the bottom scraped and painted. The s.s. *Hankow* is at present undergoing the usual periodical overhaul at Samsui, and will be there a few days before her familiar figure is seen again on the river traffic.

The French steamers *Charles H. Rodin* and *Paul Beau* have also taken their turn, being now anchored in the Dock Co.'s moorings in Hungsham Bay. They will be dry-docked early next month preparatory to their being placed on the river run under new management. They have had a long period of enforced idleness in Chinese waters, and will require some attention at the hands of the dockyard officials before they can renew the service for which they are so well adapted.

THE RECENT CRISIS.

HOW THE FOLKS AT HOME REGARDED THE NEGOTIATIONS.

(From Our Own Correspondent.)

London, 29th October.

Mr. Balfour made last night his now famous speech announcing the settlement with Russia and the reference of the matter to the Hague Tribunal. I have just received the morning papers as they came wet from the press, and I have scanned their various comments. First let me go back and say that never in the memory of this generation has the country been so much at one. Liberals and Labour men vied with their Tory opponents in denouncing the Russian outrage and demanding full reparation, punishment for the guilty, and guarantees for the future safety of peaceful shipping. The story of the Russian Admiral was derided all over Europe, and he was simply credited with having had a bad attack of "jim-jams" or common funk. Therefore it is not surprising that to-night there is not a quite unanimous note of approval over the settlement. I went up the street as the news was posted in the windows of the *Daily Chronicle* and the crowd was making comments which would not be printed in cold type if I sent them. One stranger turned to me and said savagely "What a... shame!" I am afraid many will say that in the morning, but the majority are, I think, pleased to have an end of the peace, for we are suffering now very heavily in commercial depression as a result of the drain of the South African war. I have, I say, scanned the papers. The funniest is the *Daily Mail* which has earned fresh laurels as a fabricator by printing daily scare yards of ultimata and expired time and so forth... without foundation. To-day it is hard put to it to make an intelligent comment so it says that the result has only been achieved by the most energetic action on the part of the Government. Now the *Standard* thinks the opposite, and contends that the "disappointing" result might have been achieved without all the demonstration of fleets which now look ridiculous. The whole affair, it thinks, has come to an impotent and lame conclusion which does not redound to the dignity and honour of this country. The *Morning Post* is similarly grieved, and the *Chronicle* is critical on the details. The *Times* regards the agreement with "feelings of deep relief and earnest approval." The rest of the papers show varying degrees of satisfaction.

PEKING SIEGE COMMEMORATION MEDALS.

(The Editor of the *London and China Express*.)

SIR,—As I have now apparently had in all likely applications for the above medals, I am giving instructions to have the dies broken up, so that no more will be obtainable, but with the chance of there being still some applicants to come forward I shall have a few extra medals struck off (price 25s. each, including postage), so should this come before any "Siegeites" who have not yet applied, it is advisable they should not longer delay if they care for a memento of the historic event.

It may interest those "Siegeites" who already have their medals to know that some 240 medals only have been struck off to date, so as time goes on they are likely to be somewhat rare.

Whilst I have extremely nice and appreciative letters thanking me for getting up the medals from a great number of the applicants, I am sorry to say there are a few who have not taken the trouble to acknowledge receipt of theirs, and I can only hope that these have duly received their medals.

I must again express my thanks to you for the assistance you have given in inserting my letters, &c., and to the Eastern papers for copying them.—Your obedient servant,
ARTHUR BRENT.

44, Great Tower-street, London, E.C.

October 24th, 1904.

IN the course of an article in the *South China Collegian*, Dr. G. H. Bateson-Wright says:—Education in South China may be congratulated on having emerged from the swathing bonds of infancy; but it would be flattery to assert that it has, as yet, attained the age of puberty.

The number of pupils who become intelligent scholars and develop ambitions to soar to higher flights, is comparatively small.

"DOROTHY."

BY THE A. D. C.

The curtain went down last night on the final production of this popular opera, so far as is at present announced, by our talented A. D. C. That they have scored a big success is scarcely necessary to say. They have been favoured with good audiences, who have not been remiss in showing their appreciation of the manner in which the production has been staged and the ability with which the various characters have been impersonated. The theatre was well filled, there being very few vacant seats in the body of the hall, while at the rear a pleasant touch of colour was added by the presence of a number of representatives of the Army and Navy. That there were several vacant seats in the dress circle is no doubt to a considerable extent to be accounted for by the unpleasant nature of the weather that prevailed. The story of *Dorothy* and those associated with her is by this time sufficiently well known to call for no repetition; therefore we will content ourselves with mentioning a few of the outstanding features of last evening's performance. Mrs. A. R. Fullerton as *Dorothy*, and Mr. G. P. Lammert as *Geoffrey*, were excellent, both in voice and in the interpretation of their rôle as ever, and met with repeated encores throughout the evening. Mr. Anders, in the character of *Harry Sherwood*, fitted the part admirably, but was somewhat weak in his vocal efforts, especially in the song, "Queen of my Heart," being a trifle too "stagey." John Tappin, the jovial Boniface, could not have been in better hands than those of Mr. T. Brand, and he rendered the part in a most realistic and capable manner. Mr. W. Stewart, as *Squire Bonham*, was completely at home, and was an admirable counterpart of the old-time country gentleman. Mr. Sutherland's *Lurcher* could not well be improved upon and he made the most of his opportunities of gagging. One of his quips, in the last scene, in the Round Copple, when *Priscilla* discovers her would-be beau is a sheriff's officer instead of, as she fondly imagined, being in a crack regiment, found especial favour with the audience. *Priscilla* had promptly swooned, and was lying in *Lurcher's* arms, meaning when he reassured any apprehensions that might have been felt by announcing that she was only "cheering the Baltic Fleet." Owing to the indisposition of Mrs. Hall-Wright, the part of *Priscilla* was undertaken by Mrs. Hooper at six hours' notice. She proved a most capable understudy, and was perfectly at home in her part. A pretty dance was introduced in the third act by Mrs. Mowbray Jones and Miss S. H., and later on Mrs. Mowbray Jones was associated with Mrs. Chichester in a second dance, both being rendered in a most attractive and efficient manner, and evoking loud applause, the items being deservedly encored. A pleasant feature of the evening was a song by Mrs. F. Nield, to whom the part of *Phyllis* was assigned. She is the possessor of a sweet voice, and considerable compass, and completely captivated the audience, being insistently encored. The efforts of the leading characters were well and strongly supported by the chorus, the voices being well balanced. Great credit is due to Mr. E. W. Mitchell for his able stage management throughout the series, and to Mr. Ward and the orchestra, who have worked so indefatigably to ensure the success of the production.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board room this afternoon.

MOTION.

Hon. Dr. Atkinson, president, moved that the Board under provisions of section 30 of the Public Health and Buildings Ordinance, 1903, depute Inspectors George William Coyne, and Robert Charles Wicheil to institute summary proceedings before a Magistrate against any persons contravening any of the bye-laws made under section 16 of that Ordinance, when so instructed in writing by one of the Medical Officers of Health, and also for securing any penalty imposed by part II. of the said Ordinance or any bye-law made thereunder, when so instructed in writing by one of the Medical Officers of Health.

Also that the Board, under the provisions of section 256 of the Public Health and Buildings Ordinance, 1903, depute Inspectors George William Coyne and Robert Charles Wicheil to institute summary proceedings before a Magistrate for the recovery of any penalty imposed by part II. of the said Ordinance or any bye-law made thereunder when so instructed in writing by one of the Medical Officers of Health.

Carried unanimously.

A DENTIST'S APPLICATION.

An application on behalf of Mr. H. M. Chau, dentist, of 37, Des Vaux Road, to enclose the verandah with glass casements, so that it may be used as a dental surgery, was submitted to the Board. The Hon. the Director of Public Works intimated that the application was refused, as it is contrary to section 139 of the Ordinance.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 30th inst.
English (*Beagle*) 3rd prox.
Indian (*Kamang*) 7th prox.
German (*Sydlia*) 8th prox.
American (*Doric*) 8th prox.
American (*Manchuria*) 17th prox.

The N. D. L. Australian Line, s.s. *Prins Sigismund* which left here on 23rd inst., at 8 p.m., arrived at Kobe yesterday, at 8 p.m.

The H. A. L. s.s. *C. Ferd. Luit* from Hamburg left Singapore for this port on 26th inst., p.m., and may be expected here on 3rd prox.

The Imperial German Mail s.s. *Prinz Regent Luitpold* which left here on Wednesday, at 3 p.m., arrived at Singapore on Sunday, at 3 p.m.

TELEGRAMS.

(Route's.)

Russian Sailors Riot.

LONDON, 27th November.
Serious riots have occurred among the sailors in barracks at Sevastopol; the causes are obscure but seditionist proclamations were found amongst the men's effects. The sailors wrecked their own quarters and those of the officers refusing to join them. The pickets fired on the rioters wounding many, and order was eventually restored.

Baltic Fleet Leave Suez.

The remainder of the Baltic fleet has arrived at Suez and been ordered to leave in 24 hours. The fleet was not allowed to coal.

LATER.

The Russian Baltic Fleet.

The Russian Baltic Fleet has left Suez after coaling from transports.

British Steamer "Cheltenham" Confiscated.

The Supreme Prize Court in St. Petersburg has confirmed the confiscation of the British steamer *Cheltenham*.

Admiral Alexeief.

In connection with the removal of Admiral Alexeief from the supreme command in the Far East, an Imperial Rescript has been issued, which expresses satisfaction for the Admiral's services and confers upon him the order of St. George (third class).

FRENCH POLICY IN SIAM.

Two reports by M. François Deloncle were presented to the Chamber in the name of the Committee for Foreign Affairs. The first concerned the Convention between France and England relating to Newfoundland and Western and Central Africa. The other was the report on the Bill for the ratification of the treaty concluded on February 13 this year between the French Government and Siam. In this document, as summarised by the *Standard* correspondent, M. Deloncle says the present Convention is not so favourable to France as the treaty of October 3, 1893; nevertheless he considers it may have good results. The present Convention might become the starting point for supplementary accords, which are recommended by M. Deloncle in the course of his report. By the signature of those supplementary accords, Siam would incontestably secure the friendship and good offices of the French Republic and the disinterested and loyal assistance of French engineers, savants, lawyers, and capitalists. If, on the contrary, Siam should persevere in the ambitious warlike policy she inaugurated twenty years ago against the rest of Indo-China, and if she should refuse those supplementary accords demanded by France in the interest of Siam herself, it would, declares M. Deloncle, be very unfortunate for that country. With these observations, M. Deloncle, in the name of the Committee, demands the Chamber to ratify the Convention.

SUBMARINES AT HONGKONG.

A STRANGE TELEGRAM.

The following telegram, dated San Francisco, 25th inst., appeared in a recent issue of the *Cable News*:—
Five submarine boats for the Japanese navy have been unloaded from a sailing vessel at Hongkong. The boats were shipped in sections. The destroyers were manufactured by a Massachusetts firm, and despite the vigilance of Russian secret service agents, the contract was executed without interference.
On the same day, and under date, San Francisco, 25th inst., the *San Francisco Times* printed this cable:—Five submarine boats for the Japanese navy have arrived at Yokohama, having been carried across the Pacific in sections. They were manufactured for the Japanese government at shipyards in Massachusetts and their shipment was attended by the greatest secrecy.
There does not appear to be any truth in the statement that these submarines are, or have ever been, in Hongkong. The Consul for Japan has heard nothing about them, and inquiries made elsewhere failed to reveal any trace of the boats.

SUGAR GROWING IN JAVA.

The sugar-mills in East-Java have made this year a big profit. They got both good crops and higher prices. But this is not the same thing for the natives, as they still have to manage with their old poor pay, 20 cents a day—about 10 years ago it was 25 cents a day. Besides that, the natives complain of many vexatious regulations. One of them is the distribution of the water, which they have to use for their ricefields and which the sugar-mills use for their fields, too. As the water is not sufficient for both purposes at the same time, the officials have made a regulation, which is as follows: "The sugar-mills have to use the water in the day time, and the natives only at night." The water question is a very difficult one, and it is not easy to say how to amend this regulation in such a way that both sugar-mills and natives may be content with it. The second cause of complaint for the Javanese is the farming out of their ground to the sugar-mills. Their own chiefs press them to do so, as they (the chiefs) get presents from the mills. The sugar-lords pay the rent for the natives land to the chiefs, and these imagine again that they must get something, too, from their own countrymen for their trouble. These two questions are the main ones, which make the natives bitter against the sugar industry, and which are the reasons for the many fires which break out in the cane fields. It is to be hoped, that both European and native officials will try to remedy matters.—*Ex.*

THE NORTH SEA OUTRAGE.

THE ADMIRAL'S REPORT.

HOW THE FIRING WAS PROCEEDED.

Admiral Rozhdestvenski, in the course of his report to St. Petersburg on the North Sea incident, states that the firing was provoked by two torpedo boats, which, without lights, advanced to attack the vessel leading the squadron. When the searchlights were brought into use and played upon the torpedo boats and fire was opened by the Russian warships, the presence was discovered of several small steam vessels, resembling fishing boats. Admiral Rozhdestvenski reports that he tried to spare the fishing boats, and ceased firing as soon as the torpedo boats were out of sight. The English Press, the Admiral remarks, "are horrified at our torpedo boats having remained behind at the scene of the firing without offering any assistance to the trawlers. As a matter of fact, we had not a single torpedo boat in our squadron, and none were left behind when the voyage of the fleet southwards was resumed." "What the fishermen saw," the Admiral's report proceeds, "must have been the foreign torpedo boat which was not sunk. It remained near the trawlers until morning, in order to repair the damage wrought by our firing and to watch for its consort. My squadron did not assist the fishermen, because we suspected their complicity, because of their obstinate persistence in cutting the line of the Russian advance. Several of the fishing boats did not show any lights, and others did not show them until very late."

REFUTATION OF ADMIRAL'S STORY.

Authentic accounts of firing by the Baltic fleet upon Norwegian, Swedish, and German vessels are considered a refutation of Admiral Rozhdestvenski's statements that he acted in self-defence against supposed torpedo boats.

TWENTY DAYS TO THE INQUIRY.

It is reported that twenty days will be allowed for the inquiry. Admiral Rozhdestvenski states that some of the Russians were wounded in his engagement with foreign warships in the North Sea, and that one of the vessels in his squadron was injured during the attack. The *Kenneth*, a trawler attached to the *Gamcock* fleet, reports that while she was stationed on an outlying portion of the fishing grounds, she was fired at by a Russian warship in the rear of the squadron. This occurred at 7 o'clock on Saturday morning, a shot passing between the funnel and forecast of the trawler.

THE ATTACK ON THE "SONNATAG."

Particulars have been made public of the shelling of the German trawler *Sonnatag* on the same night that the attack was made on the *Gamcock* fleet. The captain of the *Sonnatag* reports that his vessel was first subjected to the scrutiny of the searchlights. Then the Russian warships opened fire from all directions, at the rate of 80 shots per minute. A cargo steamer which approached during this fusillade drew in on herself the fire of the Russian ships, the shells bursting around her.

WHAT FRIGHTENED THE RUSSIANS.

The admiral of the *Gamcock* fishing fleet fired a bomb rocket on Friday, the 22nd Oct., as a signal for netting. This was probably the "cannon shot" which frightened the Russians. Particulars of the firing by the Russians on the Swedish schooner *Alderbaran* state that she was subjected to a perfect hail of bullets. She was on her way from Hull to Gefle, in Sweden, and was attacked at Skagerrak, an arm of the North Sea between Denmark and Norway. The *Alderbaran* escaped uninjured.

"I AM ATTACKED."

The Russian officers at Vign assert that fifty boats continued to advance against the squadron in the North Sea despite signals to retire. The transport *Anadul* signalled: "I am attacked." The warships then opened fire.

ANGLO-JAPANESE PLOT.

Many Russians declare that an Anglo-Japanese plot had been arranged to ambush and torpedo the Baltic Fleet during its voyage to the Far East. The *Suff*, a St. Petersburg daily, boasts that Russia is not so isolated as may be imagined.
SINCERE REGRET OF THE BALTIC FLEET.
Admiral Rozhdestvenski, in a second telegram to St. Petersburg, says:—"We met with hundreds of fishing boats, and showed them every consideration, except when they were in the company of foreign torpedo boats. One of the foreign torpedo boats disappeared, and the other may have refrained from offering any assistance to the fishermen in order to avoid betraying itself to those who were not its accomplices. In the name of the fleet, I express sincere regret. The fishermen were the unfortunate victims of circumstances. No warships, even in times of profound peace, could have acted otherwise."

FUNERAL OF THE VICTIMS.

At the funeral at Hull of Capt. Smith of the *Crane*, and the sailor Legott, belonging to the same trawler, who were both decapitated by a shell from the Russian fleet on the 24th Oct., there were pathetic scenes. Practically the entire population of Hull participated in the obsequies. All the shops and factories were closed, and there was for the time a complete suspension of business. Flags were everywhere flown half-mast high, and vast crowds thronged the thoroughfares. There were no demonstrations, but a number of pathetic scenes were witnessed.

FEELING IN RUSSIA.

The press censor only permitted the St. Petersburg journals to state that a collision had taken place in the North Sea, with some casualties. The officials cognisant of the truth are horrified and amazed at the mishap. Count Lamsdorff, the Russian Foreign Minister, is reported to have declared that Russia would give full reparation if the information of the fishermen proved correct. The lesser officials, however, declare that it is impossible to believe the stories of ignorant and prejudiced English fishermen who are in a nervous and excited condition. An officer belonging to a Russian destroyer at Cherbourg stated that he would have been glad if more of the trawlers had been sunk. Other officers state that it was not their part of the fleet which did the damage, but possibly some other division.

THE CANTON VICEROY.

H.E. Teen Ch'un-huen, Viceroy of the Two Kwang provinces, who has been for the last few months in the provincial capital of Kwangsi (Kweilin), was expected to leave that city, according to a Canton dispatch, on the 24th inst. Wuchow, on the West river, where his Excellency will make his headquarters for the next four months. The reason for this move in the condition of Kwangtung province, which is also getting unsettled and in sympathy with the rebellion in Kwangsi. With a strong Governor at Kweilin, in his Excellency Li Hung-hsi (nephew of the late Marquis Li Hung-chang), it is considered at Peking that Viceroy Teen may easily leave Kwangsi and turn his sole attention to matters in Kwangtung.

JAPAN AND THE NORTH SEA INCIDENT.

A correspondent of the *Manchester Guardian* has had an interview with a very prominent Japanese authority, who expresses the opinion that in the long run it might prove to the benefit of humanity that the North Sea outrage was committed. "Weeks ago," he says, "we had in our possession all the details we wanted with regard to the plans and purposes of the Baltic squadron, and had we wished to attack it in the North Sea, the English Channel, or the Bay of Biscay we might easily have arranged to do so. But it has been our principle from the first to avoid carrying the war into European waters, and in regard to the Baltic squadron, we relied upon our ability to stop it and attack it anywhere east of Suez. If now, the authorities continued, 'it were held up or brought back by the British fleet it might save much bloodshed, and in the present state of affairs, even assist in the making of peace. For it is evident that the Baltic squadron is Russia's last naval hope, and that destroyed, the approach to peace would certainly be all the quicker and surer.' And my authority gave me the positive assurance that this view is held by all the prominent Japanese authorities in London from Viscount Hayashi downwards. The writer confesses that he does not entirely follow the reasoning that an extension of the conflict would tend towards peace with Japan, but it is, at any rate, interesting to have the implied assurance—unnecessary as it is—that the Japanese were not cruising about the North Sea with phantom torpedo boats, but were content quietly to await the Baltic fleet when it had been partially exhausted by its fatuous journey."

A DIVORCE SUIT.

SWETTENHAM V. SWETTENHAM.

In the Divorce Court on 25th ult., before Sir Francis Jeune, President, the petition was heard of Dame Constance Sydney Swettenham, nee Holmes, for a decree of restitution of conjugal rights against Sir Frank Athelstone Swettenham, K.C.M.G.

Mr. Barnard said that the parties had been married on Feb. 21, 1878, at Harrow parish church, and there had been no issue of the marriage. Owing to the fact that the respondent was engaged in the Colonial Service, the parties had resided at Singapore and other places in the Malay Peninsula, until 1894, when, owing to the effect of the climate upon her health, the petitioner, with her husband's consent, returned to England; and since that time the parties had not cohabited, although the respondent had occasionally visited his wife when in England. In January last, however, the respondent instituted proceedings against his wife for divorce, making certain allegations against her, which were absolutely untrue; and accordingly, when particulars of those charges were asked for, the husband's petition, was, on March 31, dismissed. Subsequently, on May 2, Lady Swettenham wrote as follows to her husband:—

"Dear Frank, I need not tell you how much I have suffered by your recent proceedings against me, although I knew that they could only end in one way. Why are you always so hostile to me? I assure you I have only one wish, and that is to do my duty. I bear no resentment about the past, and I am only too anxious to let all bygones be bygones. I beg of you to believe this, and to return to me and let us live together again. If you do, I promise you to do all I can to make you happy in every way, and I hope you will not refuse this request.—Yours always, Sydney Swettenham."

To this Sir Frank replied, on May 6:—

"Dear Sydney,—Your letter of May 2 has been forwarded to me, and I hardly see that there can be any profitable discussion of the proceedings. Hitherto I have not been in a position to act independently, because my own concerns had to be subordinated to others of greater importance; the circumstances of my employment, my public duties, and the necessity which was upon me to live in a distant and unhealthy country, have probably been against us, but after ten years of separation it is more than ever impossible for me to accede to the wish you now express. To this refusal, which is definite, I do not wish to add anything which it would be kinder to leave unsaid. Let us say that any fault is mine; but there are some mistakes which are more unpardonable than faults, and if I agree to your request I should be responsible for making a mistake of that kind. When, in 1894, I declined to join you, I said the decision was unalterable, and nothing has occurred or could occur, to change that determination.—Frank Swettenham."

Lady Swettenham then instituted the present suit.
Lady Swettenham, in reply to her counsel, denied emphatically that there was any truth in the allegations made earlier in the year against her. "You separated from your husband in 1894?" asked Mr. Barnard. Lady Swettenham: I believe so. Your husband came to England several times? Yes, I believe so. Mr. Barnard: Did he come to see you? Lady Swettenham (in a voice of surprise): Oh, dear, no. Did you write the letter I have just read? I think so.
The President granted a decree of restitution of conjugal rights, within 14 days, with costs.

AN ACTION AGAINST THE MESSAGERIES MARITIMES CO.

TO RECOVER RS. 30,000.

Mr. Advocate Dodwell, Browne and Mr. Proctor Tisseverings appeared before the Hon. Mr. W. H. Jackson, Receiver of Wrecks, at Colombo on 4th inst., and lodged a claim against the Messageries Maritimes Co. for the recovery of Rs. 30,000 as damages done to the native vessel run down by the M.M. s.s. *Tourane* on the 2nd inst., as already recorded in our columns. It was thought advisable to hold a survey before an action is filed, and the Principal Collector of Customs made order that he would hold a survey in the presence of a representative from the M.M. Co., and then the claim could be presented.

THE CANTON-HANKOW RAILWAY.

The Commercial Bureau at Canton having received a despatch from the Governor of Kwangtung, and a telegram from Viceroy Chang of Lianghu, with reference to the proposed arrangement of the Canton-Hankow railway question, held a meeting on the 7th of this month (the 13th inst.), which the press were all invited to attend. Those present were, Ting Pa Hou, Wu Su Pao, Wen Chin Fu, Law Yu San, Huang Ho Ting and the Presidents of the five leading charitable institutions, making a total of over twenty. The meeting having been called to order, the telegram from Viceroy Chang was read aloud and passed round, after which the gentry still maintained the cancellation of the agreement and the management of the railway by Chinese, just as it was declared at the very outset. They also touched on the important question of raising funds before taking up the concern, and expressed disapproval of the organization of it Kung Yi Hui (Society for public interest) on the ground that the time allowed was too long and the management would necessarily involve many difficulties. That is to say, they preferred the establishment of a lottery bank, as it offers no little facilities in dealing with affairs along the line.

THE LUSO-CHINESE COMMERCIAL TREATY.

In the text of the Portuguese-Chinese Treaty the Article VIII was omitted by mistake. Article VIII in our (*Shanghai Mercury*) text already published should be numbered Article IX and so on. The Article omitted reads as follows:—

Whereas the Chinese Government has expressed a desire that the provisions of the Portuguese Civil law, which grants Portuguese nationality to sons of aliens born in Portuguese territory, should be modified in the case of Chinese born in the Territory of Macao.

Portugal agrees to take this matter into careful consideration as soon as possible and to regulate, by a special law if necessary, the conditions under which Portuguese nationality shall be granted in future to Chinese born in Portuguese Territory.

The conditions in question shall be so framed as to prevent Chinese to whom Portuguese nationality has been granted

1.—From improperly arrogating to themselves privileges which are reserved for Chinese subjects, such as the right of residence for purposes of trade in the interior or at ports not opened to foreign trade, and

2.—From entering while residing in a Trea y into agreements with Chinese while themselves posing as Chinese subjects and afterwards repudiating their responsibilities by claiming Portuguese nationality and taking advantage of such Portuguese laws as are contrary to the obligations involved in the said agreements.

GERMAN AND JAPANESE TRADE IN CHINA.

In his lecture before the Colonial Society in Berlin, Herr Werns made reference to the activity of the Japanese in "our Shantung" declaring that they were benefiting by the increase of trade resulting from the Tsingtau-Tsinan railway and alleging that the real object of the present war with Russia was the commercial and industrial expansion of Japan. A short extract from this celebrated traveller's speech appeared in our columns a few days ago, when we have come across the following Peking telegram dated the 21st inst., and printed in a Shanghai paper:—"Chou Fu, Acting Viceroy of the Liang Kiang Provinces, in addressing his subordinate officials in Shantung, said he was about to take his departure, but that he could not leave without giving them a grave warning, as to what lay before them, after his departure. He told his hearers that Germany and German merchants desire to monopolize the commercial interest of the province. He considered they were justified in this if the native merchants through slackness in trade permitted it. The native had everything in their favour to improve their trade, but if they neglected their opportunities then they were playing into the hands of the Germans. He exhorted the officials to insist on Chinese merchants improving their interests at the new treaty towns Chouhsien and Weihien. These would be great centres of trade and unless Shantung merchants exerted themselves German traders would acquire the chief interests of these towns. He said, China must maintain herself by commerce and not by arms, this was the true spirit of reform."

COMMERCIAL.

Shanghai advices, of 24th inst., state:—Business done:—Indo-Chinas at Tls. 90 1/2 cash, Tls. 91 1/2 for Dec. Farnham, Boyds at Tls. 179 cash, Tls. 181 1/2 for 181/182/183/184/185 for Dec. Tls. 183 for January and Tls. 185 for March. Eyo at Tls. 25. Maatchappis at Tls. 312 1/2 for 311/312/313 for March.
Business done direct:—Indo-Chinas at Tls. 92 for Dec. Farnham, Boyds at Tls. 181 for Dec. Shanghai Lands at Tls. 175. Maatchappis at Tls. 310 for February.

To-day's Advertisements.

VICTORIA RECREATION CLUB.

A SECOND EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held at the CITY HALL, on FRIDAY, the 2nd December, 1904, at 5.30 P.M., for the purpose of confirming the Resolution passed at an Extraordinary General Meeting held on the 16th instant.

HAROLD C. AUSTEN, Hon. Secretary.

Kowloon, 29th November, 1904. [1285]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

THURSDAY,

the 1st December, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Vieux Road, corner of Ice House Street.

SUNDRY

HOUSEHOLD FURNITURE, Comprising:—TEAKWOOD OVERMANTLES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, SILK-TAPES-TRY DRAWING ROOM SUITE, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, GLASS, CROCKERY and ELECTRO-PLATED WARE, CANTON WOODWARE, CHINA VASES, &c., &c.

Catalogues will be issued. TERMS—As usual.

HUGHES & HOUGH,

Auctioneers. Hongkong, 29th November, 1904. [1286]

THE DAIRY FARM COMPANY, LIMITED.

TOWN OFFICE & DEPOT:—WYNDHAM STREET. KOWLOON BRANCH:—57, ELGIN ROAD.

FARMS at POKFLOOM.

PRIME AUSTRALIAN FROZEN BEEF, 30 Cents per lb.

PINE APPLE BRAND AUSTRALIAN HAM (about 10 lbs. each) 65 Cents per lb.

PINE APPLE BRAND AUSTRALIAN BACON, 65 Cents per lb.

AUSTRALIAN POTATOES (10 lbs. per Case), \$5.00 per Case.

AUSTRALIAN BUTTER, 70 Cents per lb.

APPLES, 30 Cents per lb.; whole Case 35 Cents per lb.

Hongkong, 29th November, 1904. [1195]

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

PERFORMING WILD ANIMALS. LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT! MORE CHANGES. MORE CHANGES. THE FAMOUS ZULU WAR EPISODE "DEFENDING THE COLOURS,"

By John Welby Cooke. Introducing the Highly Trained Mare "Black Hess."

TO-NIGHT! TO-NIGHT! WYNDHAM'S MARVELLOUS JUMP OVER THE DINING TABLE.

TO-NIGHT! TO-NIGHT! CAPT. LINDO WILL ENTER THE DEN OF THE

FOREST BRED NUBIAN LIONS. FRIDAY NIGHT, 2nd December, FIRST AMATEUR RIDING CONTEST.

A Handsome Trophy will be presented to the Competitor making the best attempt standing on his feet on a pad three times round the Ring aided by the Mechanic. Limited to six entries.

NEXT MATINEE, TO-MORROW AFTERNOON, November 30th.

Doors Open 3 o'clock. Commence 4 o'clock. Children Half Price to Matinees only.

PRICES OF ADMISSION: \$1, \$1, \$1 & 50 Cents (for Chinese only).

N.B.—The Menagerie will be thrown open daily between the hours of 10 A.M. and 5 P.M. for inspection of animals.

ADMISSION 20 CENTS. At the Afternoon and Evening Performances One Ticket admits to all.

N.B.—The Electric Tramway Co. will run Special Cars before and after the Performances. Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO Co.

MADAME HARMSTON-LOVE, Proprietress. ROBERT LOVE, Manager.

R. ALTON & A. LEONARD, Agents. Hongkong, 29th November, 1904. [1280]

TO LET.

EUROPEAN HOUSE, No. 22, Caine Road.

Apply to—

SIN TAK FAN, Messrs. Ewins & Harston. Hongkong, 29th November, 1904. [1284]

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Cordouan*, from Havre ex s.s. *Laos*, from Bordeaux ex s.s. *Ville de Marseille*, and from Marseilles ex s.s. *Tourane*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon; TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 6th December, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th December, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 6th December, at 3 P.M. No Fire Insurance has been effected.

L. BRIDOU, Acting Agent. Hongkong, 29th November, 1904. [9]

Intimations.

GREGOR & CO.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG.

WILL OPEN their

OFFICE

ON THE

1st DECEMBER, 1904

AT

84, QUEEN'S ROAD CENTRAL,

1ST FLOOR

(Wm. POWELL & Co.'s old premises).

GREGOR & CO.

Hongkong, 23rd November, 1904. [1266]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager. Hongkong, 20th May, 1904. [643]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING and HERE the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"MOYUNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, M'LES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.
	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

— Hongkong, 29th November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	1st December.
MANILA	"TAMING"	6th "
KOBE	"CHINGTU"	7th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" * †	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duty
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th November, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	AMOY and MANILA	SATURDAY, 3rd Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th November, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL.
PROPOSED SAILINGS.

Steamship	About
"CLAUVERDALE"	30th December, 1904.
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	December 15th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Bremer	January 25th, "
"ARABIA"	4,483	Bable	February 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOGES ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
Ten Cents (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duty qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN
"KWONG TUNG" 1,238	H. W. WATKINS

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5.00
Every Evening (Sunday excepted).These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1
The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class \$3.00 for Single Journey.
2nd 1.50
Meals 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 215, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.
The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return \$5.00, \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & CO., LD.,
S. A. NORONHA,
Macao Agent.
Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 7.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates.—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, 30
cents; Return, 50 cents; Steerage, 10 cents.TIFFIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.1904. About
"ST. HUGO" 6th December.
"SHIMOSA" 18th "For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 23rd November, 1904.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.THE Company's Steamship
"NAMSANG,"
Capt. Geo. Payne, will be despatched, as above,
TO-MORROW, the 30th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th November, 1904.INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain G. S. Weigall, will be despatched as
above, on FRIDAY, the 2nd December, at
P.M.This Steamer has Superior Accommodation for
First-class Passengers, and is fitted through-
out with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th November, 1904.Consignees.
NOTICE TO CONSIGNEES.THE P. & O. S. N. Co.'s Steamer
"SOCOTRA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo—
From London, &c., via S.S. Mongolia.
Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, the 29th instant.Goods not cleared by the 5th December, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.
Hongkong, 28th November, 1904.FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.THE H. A. L. Steamship
"ARMENIA,"
Captain Forst, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th December will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th December, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 28th November, 1904.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FROM RANGOON AND STRAITS.
THE Company's Steamship
"PURNEA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 28th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 26th November, 1904.

NORDDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.NOTICE TO CONSIGNEES.
THE Steamship
"PRINZ EITEL FRIEDRICH,"
of the NORDDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 29th instant,
at 3.30 A.M.All Claims must reach us before the 5th
of December, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 23rd November, 1904.HONGKONG AVERAGE MARKET
PRICES.

Corrected 19th November, 1904, cts. per 5 lbs.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 17
Comed—Ham Ngau Yuk 17
Roast—Shiu 17
Breast—Ngau Lam 14
Soup, Tong Yuk 13
Steak—Ngau Yuk Pa 18
Serjain—Ngau Lau 26
Sauages—Ngau Yuk Chung 26
Bullock's Brains—Know per set
Tongue fresh—Ngau Li each
Comed—Ham Ngau Li 55
Head—Ngau Tau 55
Heart—Ngau Sum 9
Hump, Salt—Ngau Kin 14
Feet—Ngau Kerk each
Kidneys—Ngau Yiu 16
Tail—Ngau Mei 16
Liver—Ngau Con 9
Tripe, (undressed)—Ngau To 5
Calves' Head and Feet—Ngau chait-
tau-keok set
Mutton Chop—Yeung Pai Kwat 24
Leg—Yeung Pei 24
Shoulder—Yeung Shau 16
Pigs' Chillings—Chi cheong 2
Brains—Chi Know per set
Feet—Chi Kerk 12
Fry—Chi Chak 12
Head—Chi Tau 15
Heart—Chi Sum each
Kidneys—Chi Yiu pair
Liver—Chi Koon 7
Pork, Chop—Chi Pai Kwat 20
Corned—Ham Chu Yuk 17
Leg—Chu Pei 17
Fry or Lard—Chu Yau 24
Sheep's Head and Feet—Yeung Tau
Keok set
Heart—Yeung Sum each
Kidneys—Yeung Yiu 6
Liver—Yeung Con 20
Sucking Pigs, To Order—Chu Chai 16
Suet, Beef—Sang Ngau Yau 17
Mutton—Sang Yeung Yau 20
Veal—Ngau Chai Yuk 15
Sausages—Ngau Chai Yuk Tong.

POULTRY.

Cents.

Chicken—Kai Chai 28
Capons, Large, Small—Sin Kai 30
Ducks—Ap 22
Doves—Pan Kau 15
Eggs, Hen—Kai Tan per doz.
Fowls, Canton—Kai 24
Hainan—Hoi Nam Kai 24
Geese—Ngai 20
Geese, Wild Shanghai—Sheung Hoi Ye
Ngo pair
Musk Deer—Wong Keng each
Hare—Tu Chai 75
Partridge—Che Khoo 1.80
Pheasant—Shan Kai pair
Pigeons, Canton—Pak Kup each
Hohow—Hohow Pak Kup 25
Quail—Um-Chun 20
Rice Birds—Wo Fa Cheuk dozen
Snipe—Sa Chui each
Turkeys, Cock—Fo Kai Kung 58
Hen—Na 1.50
Wild Ducks, Shanghai, Sui-ap pair
Teal, Shanghai, Sui Ap Chai each
Wild Ducks, Canton—Sang Shing Sui
Ap per pair

FISH.

Cents.

Barbel—Ka Yu 13
Bream—Bin Yu 12
Canton Fresh Water Fish—Hoi Sin Yu 13
Carp—Li Yu 14
Catfish—Chik Yu 10
Codfish—Mun Yu 13
Crabs—Hai 11
Gutle Fish—Muk Yu 11
Dab—Sa Mang Yu 10
Dace—Wong Mei Lun 8
Dog Fish—Tit Tu Sa 12
Eels, Congor—Hai Man Yu 12
Fresh water—Tam Sui Yu 13
Yellow—Wong Sin 24
Frogs—Tien Kai 20
Group—Cheung Kwan Yu 48
Gudgeon—Pak Kup Yu 11
Herrings—Teo Pak 14
Halibut—Cheung Kwan Yu 13
Lobster—Wong Fa Yu 13
Loach—Wo Yu 9
Lobster—Lung Ha 24
Mackerel—Chi Yu 16
Monk Fish—Mun Yu 23
Mullet—Chai Yu 14
Oysters—Sang Hoo 13
Parrotfish—Kai Kung Yu 13
Perch—Tau Loo 13
Pike—Fa Paw Poong 8
Plaice—Pan Yu 14
Pomfret, Black—Hak Chong 23
Pomfret, White—Pak Chong 33

FRUITS.

Cents.

Almond—Hung Yan 20
Apples, (California)—Kam San Ping
Ko 20
(Chefoo)—Tin Chun Ping
Ko
Small—Hoi Tong
Castard—Fan Lai Chi
Bananas, fragrant, Canton—Sang Sheng
Heung Chiu 3
(brides), Macao—San Heung Chiu 3
Chestnuts, Chinese—Fong Lai 10
Carambola—Yeung Tou 8
Cocoanuts—Yeh Taz each
Grapes—Sin Tai Tsz 20
Lemons, China—Ning Moong 5
Amer.—Kum San Ning Moong 5
Lichees, Dried—Lai Chi Con 16
Fresh, Lai Chi
Limes, (Sai Gon)—Sai Kung Ning
Moong each
Mango, Manila—Lui Sung Moong
Mango, Saigon—Sai Kung Moong
Mangosteens, Sui Chuk Tsz doz.
Oranges, (Canton)—Sang Sheng Tim
Chang 5
Small—Tai Kut 6
Mandarin—Tim Kut
Olives—Pak Lam 8
Pears, (Canton)—Kam San Shut Li
(Shanghai)—Sheung Hoi Li 18
Peanuts, Fa Sang 10
Persimmons Large—Hung Chie 7
Pine-apples, 1st quality—Sheung Poon
Ti Paw-law each
2nd-cooking—Chung-tang
Paw-law
Platams—Tai Chen 2
Plums, Swatow—Hung Lai
Pumelo, Siam—Chim Lo Yau 10
Walnuts, Hop Tou 15
Green—Sang Hop Tuo.

VEGETABLES, &c.

Cents.

Artichokes, Shan 6
Chi Chai 6
Beans, (French) Macao—Qh. Moon Pin
Tau 6
Beans, (French), Shanghai—Sheung Hoi
Pin Tau 5
Beans, Sprout—Ah Chai 2
Beans Long—Tag Kok 1.50
Beet Root—Hung Chai Tau 1.50
Brinjals, Green—Cheng Yuen 40 buyers
Brinjals, Red—Hung Kerk
Brassica—Pak Chai \$148 buyers
Bamboo Shoots—Cho \$15 sales
Cabbage, Chinese, c \$13 sales
Cabbage Root—Kai
Cabbage, (Shanghai)—Yeh Chai \$39 sellers
Cane Shoots, bunch—Kau Shu Tls. 118 buyers
Cauliflower, Large size—Tai
Fa 34 buyers
Cauliflower, Medium size—Cheung Yeh
Choi-fa each
Cauliflower, Small size—Sai Yeh Choi-fa 15
Carrots—Kam Shun 6
Celery, Chinese—Tong Kan Choy 8
Celery, English—Yeung Kan Chai 8
Celery, White—Pak Yeung Kan Chai
Chilies Dried—Con Lat Chiu 20
Red—Hung Fa 8
Green—Cheng Lai Chiu 6
Curry Stuff, English—Ka Lee Choi Liq 6
Cucumbers—Cheng Kwa 3
Ritter Squash—Fu Kwa 3
Gartic—Suen Tau 7
Ginger, young—Sun Tai Keung 2
old—Lo Keung 4
Horse Radish, Shanghai—Lik Kan 20
Indian Corn—Suk Mai pieces
Lettuce—Yeung Sang Choi each
Water Chestnuts—Ma Tai 1
Mandarin—Kwai Lum Ma Tai 9
Mushrooms Fresh—Sang Cho Kho 8
Onions, Bombay—Yeung Chung Tau 8
Green—Sang Chung 8
Shai—Sheung Hoi Chong Tau 8
Japan—Yat Poon 6
Okros—Mo Ker
Parsley, English—Yeung Un Sai
Gradus Pea
Green Peas—Cheng Tau
Potatoes, Sweet—Fan Shu 2
Shanghai—Shing Hoi Shu
Teai
Japan—Yat Poon Shu Tsz
American—Fa Ki
Fochow—Fuk Chau Shu Tsz
Macao—Oh Moop
Pumpkin—Toong Kwa 2
Radish—Hing Lo Pak Tai dozen
Rhubarb
Shalots—Con Chung Tau 8
Spinage (Chinese)—Paw Choi 3
Spinach—Yin Choi 3
Tomatoes—Fan Ker 7
Taro—Wo Tau 2
Turnips, Fun-ti (Long)—Low Pak 3
English—Yeung Low Pak
Vegetable Marrow—Chit Kwa 4
Waters Crests—Sai Yeung Choi 8
Caltrops—Lan Kok
Lily Roots—Lin Ngau
Yams—Tai Shu 2
N. A. JOHANNSEN,
Acting Inspector of Markets.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM-FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."
Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 3rd
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. China, 7,912 tons,
from Colombo. Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 15th January, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 19th November, 1904. [14]

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM-FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 13th December, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 12th December, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

L. BRIDOU,
Acting Agent.
Hongkong, 26th November, 1904. [9]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Pleides	3,753	F.G. Purinton	Ab. Dec. 17
Tremont	9,606	T. W. Garlick	Jan. 10
Lyra	4,417	G. V. Williams	Feb. 9
Pleides	3,753	F.G. Purinton	Mar. 4

† Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable
steamer for Manila.

Tremont.....9,606 T. W. Garlick, Ab. Dec. 28

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shammut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures stead-
iness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings,
Hongkong, 29th November, 1904. [12]

To Let.

TO LET.

A T East Point, a NEW BRICK-BUILT
2-STORIED GODOWN, with Water
Frontage.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 26th November, 1904. [1279]

TO LET.

FURNISHED ROOM and BATH-ROOM
in Caine Road.

Apply—

"ROOM,"

C/o This Paper.

Hongkong, 21st November, 1904. [1258]

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. WATSON & Co., Limited.

Hongkong, 16th June, 1904. [729]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE in FLATS.

Apply to—

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORRISON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 18th October, 1904. [1956]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [1996]

TO LET.

WILD BELL BUILDINGS, No. 147,
WAN CHAI ROAD, comfortable and
airy flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [146]

Intimations.

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,
have this day

REMOVED

TO

NO. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [1184]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Can-
dient Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1899.

SHARE QUOTATIONS.

Supplied by MESSRS. BENJAMIN, KELLY & ROTHS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$1,000,000 \$7,000,000 \$150,000	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 } \$16.41 for first half-year 1904.....	6 % } \$710 buyers London £70	
National Bank of China, Limited.....	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903.....	5 1/2 % } \$39	
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$4,739	\$150,494	\$17 for 1903.....	6 1/2 % } \$250	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903.....	6 1/2 % } \$63 1/2 buyers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £4 for 1903.....	8 1/2 % } Tls. 96	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$372,749 \$93,111 \$846,771 \$700,000 \$37,794	\$2,078,997	\$35 for 1903.....	5 1/2 % } \$665 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,675 \$1,501	\$186,284	\$12 for 1902.....	8 % } \$150	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$1,501	\$320,017	\$6 dividend & \$2 bonus for 1902.....	8 % } \$90 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,702,258	\$371,115	\$22 1/2 for 1902.....	6 1/2 % } \$335 buyers	
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900.....	6 % } \$24	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,935	Nil.	\$3 for year ended 30.6.1903.....	6 % } \$34 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904.....	10 1/2 % } \$29 1/2 sales	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£200,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378.....	4 1/2 % } \$128 sellers	
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904.....	8 1/2 % } Tls. 52 1/2 buyers Tls. 50 sellers	
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904.....	8 % } Tls. 50 buyers	
"Shell" Transport and Trading Company, Limited.....	100,000	£1	£1	\$40,000 \$185,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903.....	4 1/2 % } 24/-	
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts } \$1.80 & b. 20 cts } for year ending 30.4.03	5 1/2 % } \$40	
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$12,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903.....	8 1/2 % } \$150 sellers	
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904.....	10 % } Tls. 30	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904.....	...	\$235 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897.....	4 1/2 % } \$6 buyers Tls. 60	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 14,56	Tls. 2 1/2 for year ending 30.9.03.....	4 1/2 % } Tls. 61 1/2 sellers G \$16 buyers	
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6.....	6 1/2 % } \$5 buyers	
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,091	Interim of 50 cents, account 1904.....	...	\$490
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents.....	...	\$490
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,299,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903.....	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903.....	8 % } \$115 sellers	
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$250,000	\$28,015	Interim of \$2 1/2 for 1904.....	4 1/2 % } \$218 buyers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half- year 1904.....	7 1/2 % } \$202 1/2 buyers \$27	
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	\$489	\$10 div. & \$5 bonus for 1903/4.....	7 1/2 % } \$202 1/2 buyers \$112	
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$49,936	\$12 for 1903.....	6 1/2 % } Tls. 180	
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$4,936	\$7 dividend.....	6 1/2 % } Tls. 135	
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$4,936	\$7 dividend.....	6 1/2 % } Tls. 135	
S. C. Farnham, Hoyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 600,000	Tls. 48,153	Tls. 7 final = Tls. 11 for year end. 30.4.04.....	5 1/2 % } \$240 sales Tls. 190 sales	
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904.....	...	\$240 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 1,500,000	\$43,732	First year.....	...	\$240 sales
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903.....	...	\$240 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904.....	...	\$240 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4.....	...	\$240 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	\$100,000 \$11,824 \$30,000	...	Interim of Tls. 2.....	...	\$240 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824 \$30,000	\$11,668	\$5 for first half-year 1904.....	...	\$240 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904.....	...	\$240 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904.....	...	\$240 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,507	\$9,177	90 cents for 1903.....	...	\$240 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903.....	...	\$240 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904.....	7 1/2 % } Tls. 125	
TIENSIN HOTEL DES COLONIES, LIMITED.								
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2 for 1901.....	7 % } Tls. 12 buyers	
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	None.....	5 % } Tls. 12 buyers	
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Interim of \$1 1/2 for 1904.....	...	\$60 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904.....	...	\$60 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903.....	4 1/2 % } Tls. 25 sales	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$2,862	50 cents for the year ending 31.7.04.....	4 1/2 % } Tls. 20 1/2 buyers	
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,014	Interim of 5 % a/c 1898.....	...	Tls. 21 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares.....	...	Tls. 150
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897.....	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil.	\$225 for year ending 30.6.1900.....	...	\$100
Philippine Company, Limited	17,500	\$10	\$10	First year.....	...	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Interim of Tls. 3.....	9 1/2 % } Tls. 65 buyers	
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904.....	8 % } \$13 ex div.	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	13/6	none	£161	6d. per share for 1903.....	5 1/2 % } \$10 buyers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903.....	7 1/2 % } \$12 sellers	
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904.....	11 1/2 % } \$100	
Do. (Founders)	123	\$15	\$12	...	...	None.....	6 1/2 % } \$8 sellers
Do. (New Issue)	24,000	\$15	\$12	...	First year Nil.	Preferential of 7 per cent for 1904.....	6 1/2 % } \$12 buyers	
China-Borneo Company, Limited	60,000	\$12	\$12	...	...	60 cents for 1903.....	8 % } Tls. 75 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903.....	8 % } \$10	
China Light and Power Company, Limited	30,000	\$10	\$10	...	\$3,739	None.....	8 1/2 % } \$94 sales	
China Provident Loan & Mortgage Company, Ltd.....	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1913.....	8 1/2 % } \$12 sales	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$6	...	\$12 for year ending 31.7.1903.....	7 1/2 % } Tls. 40 sales	
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902.....	7 1/2 % } Tls. 31 sales	
Fraser and Neave, Limited	4,500	\$10	\$10	\$12,500	\$2,700	\$5 div. and \$2 1/2 bonus for 1903.....	7 1/2 % } \$12 sellers	
Green Island Cement Company, Limited	100,000	\$10	\$10	\$50,000	\$11,115	\$1.50 for 1903.....	7 1/2 % } \$13 sales	
Hall & Holtz, Limited	21,000	\$20	\$10	\$86,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903.....	14 1/2 % } \$160 buyers	
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£33,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903.....	6 1/2 % } \$15 buyers \$9 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 } 50 cents } for year ending 31.4.1904.....	11 1/2 % } \$200	
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	\$300.0	\$1.83	\$20 for year ending 30.11.1903.....	7 1/2 % } \$245	
Hongkong Ice Company, Limited	5,000	\$15	\$15	\$35,000	\$8,844	Interim of \$4 for 1904.....	7 1/2 % } \$10 buyers	
Hongkong Rope Manufacturing Company, Ltd.....	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903.....	7 1/2 % } \$20 ex div.	
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	\$1,500	\$299	Final of 70 pds. on 50 pds. bonus making \$1.00 for the year ending 30.9.04.....	6 1/2 % } \$10 ex div.	
Katz Brothers, Limited	1,000	\$100	\$100	\$175,000	...	\$13 for 1903.....	9 1/2 % } \$135 buyers	
La. Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,682	Interim of \$5.....	9 % } \$135 buyers	
Maatschappij tot Nijl-, Hoesch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	3rd quarterly of Tls. 10, paid 15.9.04 making 30 fan Tls. 37.81 c 1904.....	12 % } Tls. 208 sales	
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.7.1903.....	7 1/2 % } \$27 buyers	
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$3 making \$3 1/2 for the year ending 30.6.04.....	9 % } \$55 sellers	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	First year.....	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 18,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904.....	8 % } Tls. 105 sales	
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903.....	5 1/2 % } Tls. 95 sales	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904.....	7 1/2 % } Tls. 160 sales	
Tientsin Waterworks Company, Limited	7,000	£20	£20	Tls. 13,000	Tls. 7,369	Interim of 15/- for 1904.....	7 1/2 % } Tls. 37 1/2 buyers	
Singapore Dispensary, Limited	600	\$25	\$25	none	\$850	\$9 for year ended 31.7.1903.....	12 1/2 % } \$20	
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,000	None.....	8 1/2 % } \$25 nominal	
Steam Lau-dry Company, Limited	5,000	\$5	\$5	none	...	60 cents for year ended 31.5.04.....	8 1/2 % } \$4 sellers	
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$3,944	First year.....	11 1/2 % } \$160 sales	
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$7 for second half year 1903.....	7 1/2 % } \$284 sales	
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$12,551	None.....	4 1/2 % } Tls. 110	
Tientsin Native City Waterworks Company, Ltd.....	2,000	Tls. 100	Tls. 100	none	Tls. 657	Tls. 2 for half year.....	6 1/2 % } Tls. 150	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,250	Tls. 657	Final of Tls. 4 making Tls. 8 for 1903/4.....	9 1/2 % } \$60 buyers	
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$10,000	\$180	90 cents for year ending 31.5.1904.....	10 1/2 % } \$10 buyers	
W. Do. (Founders)	1,000	\$10	\$10	...	...	\$29.75 for year ending 31.5.1904.....	10 1/2 % } \$10 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,000	\$1,043	\$1 for 1903.....	10 1/2 % } \$10 buyers	
William Powell, Limited	14,000	\$10	\$10	\$1,000	\$588	Final of 70 cents making \$1.40 for the year ending 30.6.1904.....	11 % } \$11 sellers	